

The Honorable Maria Cino  
Acting Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC -- Beijing Application (Docket OST-2006-25275) -2092

Dear Secretary Cino:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

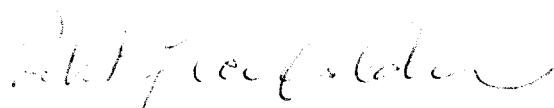
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world -- except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region -- the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,



The Honorable Maria Cino  
Acting Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC -- Beijing Application (Docket OST-2006-25275)

Dear Secretary Cino:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world -- except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region -- the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,



The Honorable Maria Cino  
Acting Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Cino:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

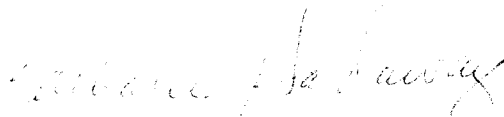
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,



The Honorable Maria Cino  
Acting Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC -- Beijing Application (Docket OST-2006-25275)

Dear Secretary Cino:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

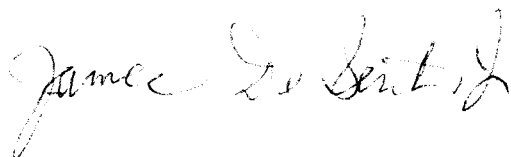
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world -- except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region -- the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

A handwritten signature in cursive script, appearing to read "James D. Smith".

The Honorable Maria Cino  
Acting Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Cino:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

Richard A. Etkin  
United Air Lines  
Denver, CO

4345 E. 115th Ave.  
Harrison, CO 80233  
Phone 303-452-9842

The Honorable Maria Cino  
Acting Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Cino:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

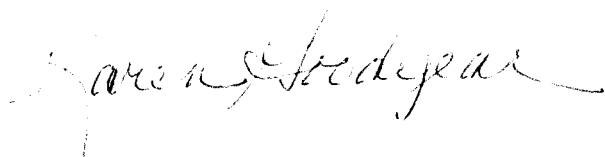
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,



The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

Capital BtoC - Steink / FRASW 280665  
Onboard Service Coordinator

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

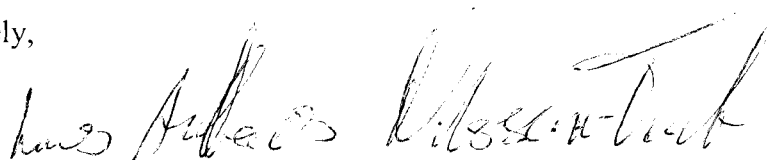
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Allen". The signature is fluid and cursive, with a large, stylized initial "P".



The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

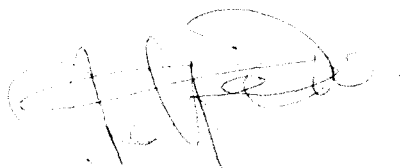
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,



The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

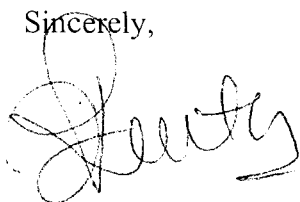
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

A handwritten signature in dark ink, appearing to read "Shawty", is written over a circular stamp that is partially visible and mostly obscured by the signature.

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

A.J. BROENHOFF

A handwritten signature in black ink, appearing to read "A.J. Broenhoff", written over a horizontal line.

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

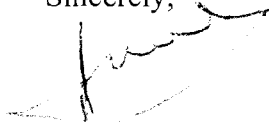
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,



The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

N. L. 2005

A handwritten signature in black ink, appearing to be "N. L. 2005", followed by a large, stylized, wavy flourish that extends to the right.

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mary Peters", is written over a faint, circular official stamp.

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

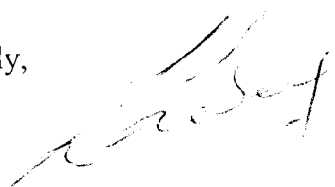
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,



File # 141322 (FRN)

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

H. PAUL  
10/3/02



The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

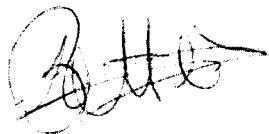
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,



Linda Butten

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

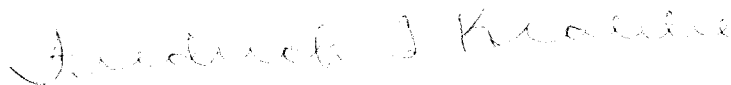
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,



Andrew J. Krasinski

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Craig", is written over a light blue horizontal line.

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.


United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,



Andrew Newman  
#196215

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

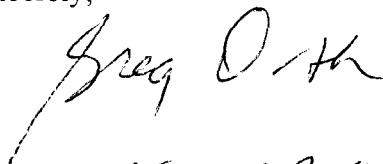
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

  
GREG ORTH

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.


United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

A handwritten signature in cursive script that reads "Sylvia Thiel".

*Sylvia Thiel #172896*

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

*Suzanne Zaja*

*Suzanne Zaja Thref #1742285*

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

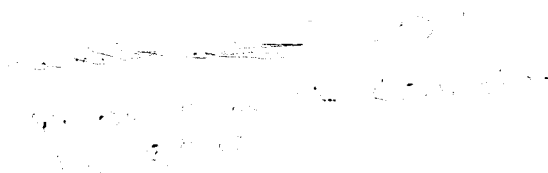
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,





The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

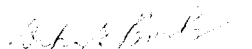
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

  
Debra Brooks

The Honorable Mary Peters  
Secretary  
United States Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590

RE: United Airlines Washington DC – Beijing Application (Docket OST-2006-25275)

Dear Secretary Peters:

I am an employee of United Airlines, and I am writing in support of United's application to start the first-ever Capital-to-Capital service between Washington DC and Beijing, China.

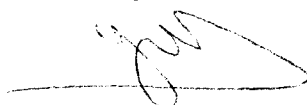
United's employees have worked extremely hard over the last few years to return the airline to a competitive state and to provide the flying public with high-quality service and flight options through our extensive domestic and international network. Our proposed Capital-to-Capital service is the next critical step in this journey. United has the longest-standing commitment to air service to China, dating back to the early 1980's, and we have proven that we will make the best use of the limited air rights available in this market.

United's proposal to fly non-stop from Washington DC to Beijing would provide a critical link between the capitals of two of the most important countries in the world. Right now Washington DC has air service to most of the major capitals of the world – except Beijing. Moreover, most of the major capitals of the world have air service to Beijing, except Washington DC. United's Capital-to-Capital service would provide a valuable service in advancing our nation's trade and foreign policy interests.

United's proposed service would not only be good for the country, it would also be beneficial to the Washington DC region – the nation's largest metropolitan area lacking non-stop service to China. The Washington DC region is the nation's fourth largest metropolitan area, and the Washington-Beijing market is three-times larger than the Dallas-Beijing market. The region has the fastest-growing job market in the country, and the region has the largest high-tech employment sector. Linking this large and increasingly important local economy with China will make the best use of the new route authority.

When you add up all these factors, United's proposed Capital-to-Capital service is the best choice for a new route authority to China. I respectfully urge you to award United the authority to open up the first-ever direct route between Washington DC and Beijing.

Sincerely,

  
GREUTER, A.  
151238